OKLAHOMA WING

Civil Air Patrol

Cessna 182T Checklist

N817CP

12 December 2004

NORMAL PROCEDURES

EMERGENCY PROCEDURES

Cessna 182T Checklist

PREFLIGHT INSPECTION

CABIN

1. Pitot Tube Cover - REMOVE, check opening for blockage
2. Documents (AROW) - AVAILABLE IN THE AIRPLANE
3. OKWG Form 781A - CHECK
4. OKWG Form 781 – ENTER Hobbs and Tach Times
5. Parking Brake - SET
6. Control Wheel Lock - REMOVE
7. Ignition Switch – OFF, Key Removed
8. Avionics Master Switch - OFF

WARNING

When turning on the master switch, using an external power source, or pulling the propeller through by hand, treat the propeller as if the ignition switch were on. Do not stand, nor allow anyone else to stand, within the arc of the propeller, since a loose or broken wire or a component malfunction could cause the propeller to rotate. Hand propped starts are prohibited by CAPR 60-1.

9. Master Switch - ON
10. Fuel Quantity Indicators - CHECK QUANTITY and ENSURE LOW FUEL ANNUNCIATORS (L LOW FUEL R) ARE EXTINGUISHED
11. Avionics Master Switch - ON
12. Avionics Cooling Fan - CHECK AUDIBLY FOR OPERATION
13. Avionics Master Switch - OFF
14. Static Pressure Alternate Source Valve - OFF
15. Annunciator Panel Switch - PLACE and HOLD IN TST POSITION and ensure all annunciators illuminate
16. Annunciator Panel Test Switch - RELEASE. Check that appropriate annunciators remain on

17. Fuel Selector Valve - BOTH
18. Flaps - EXTEND
19. Pitot Heat - ON (Carefully check that pitot tube is warm to touch within 30 seconds)
20. Stall Warning – CHECK (Push Vane Upward)
21. Beacon, Nav, Stobe, Landing, Taxi, Pulse Lights - CHECK
22. Pitot Heat - OFF
23. Master Switch - OFF
24. Trim Controls - NEUTRAL
25. Baggage Compartment – INVENTORY, SECURE CONTENTS - Tow Bar, Chocks, Pitot Tube Cover, Ladder, First Aid Kit, Tie Down Straps and Ropes, Survival Kit, Fuel Sampler, Cleaning Materials, 1 QT Oil, Landing/Taxi Light Bulbs, Avionics Control Lock.
26. Baggage Door – CHECK, Lock with Key

EMPENNAGE

1. Rudder Gust Lock (if installed) - REMOVE
2. Tail Tie-Down - DISCONNECT
3. Control Surfaces - CHECK freedom of movement and security
4. Trim Tab - CHECK security
5. Antennas - CHECK for security of attachment and general condition

RIGHT WING Trailing Edge

1. Flap - CHECK for security and condition
2. Aileron - CHECK freedom of movement and security

RIGHT WING

1. Nav and Strobe Light – CHECK VISUALLY
2. Wing Tie-Down - DISCONNECT
3. Main Wheel Tire - CHECK for proper inflation and general condition (42 PSI)

4. Fuel Tank Sump Quick Drain Valves - DRAIN small amount, check for water, sediment and proper fuel grade
5. Fuel Quantity - CHECK VISUALLY for desired level
6. Drained Fuel – RETURN uncontaminated fuel to tank
7. Fuel Filler Cap – SECURE and VENT UNOBSTRUCTED

NOSE

1. Right Static Source Opening - CHECK for blockage
2. Fuel Strainer Quick Drain Valve (lower right side of engine cowling) - DRAIN small amount, check for water, sediment and proper fuel grade
3. Engine Oil Dipstick/Filler Cap - CHECK oil level, then check dipstick/filler cap SECURE. Do not operate with less than 4 quarts. Fill to 9 quarts for extended flight
4. Engine Cooling Air Inlets - CLEAR of obstructions
5. Propeller and spinner - CHECK for nicks and security
6. Air Filter - CHECK for restrictions by dust or foreign matter
7. Nose wheel Strut and Tire - CHECK for proper inflation of strut and general condition of tire (49 PSI)
8. Left Static Source Opening - CHECK for blockage

LEFT WING

1. Fuel Tank Sump Quick Drain Valves - DRAIN small amount, check for water, sediment and proper fuel grade
2. Fuel Quantity - CHECK VISUALLY for desired level
3. Drained Fuel – RETURN uncontaminated fuel to tank
4. Fuel Filler Cap - SECURE
5. Main Wheel Tire - CHECK for proper inflation and general condition (42 PSI)

LEFT WING Leading Edge

1. Fuel Tank Vent Opening - CHECK for stoppage
2. Stall Warning Opening - CHECK for freedom of movement
3. Wing Tie-Down - DISCONNECT

4. Landing/Taxi Lights - CHECK for condition and cleanliness of cover
5. Nav and Strobe Light – CHECK VISUALLY

LEFT WING Trailing Edge

1. Aileron - CHECK freedom of movement and security
2. Flap - CHECK for security and condition

BEFORE STARTING ENGINE

1. Preflight Inspection - COMPLETE
2. Chocks, Tiedowns, and Tow Bar – RECHECK REMOVED
3. Passenger Briefing - COMPLETE
   Seat Belt Usage
   Emergency Egress procedures
   Fire Extinguisher Location
   Fire On Start Procedures
   No Tobacco Use
   Crew Comfort Items
4. Seats, Belts, Shoulder Harnesses - ADJUST and LOCK
5. Brakes - TEST and SET
6. Circuit Breakers - CHECK IN
7. Electrical Equipment, Autopilot (if installed) - OFF

CAUTION

THE AVIONICS MASTER SWITCH MUST BE OFF DURING ENGINE START TO PREVENT POSSIBLE DAMAGE TO AVIONICS

8. Avionics Master Switch - OFF
9. Cowl Flaps - OPEN
10. Fuel Selector Valve - BOTH
11. Avionics Circuit Breakers - CHECK IN
12. Rotating Beacon - ON

STARTING ENGINE (With Battery)

1. Throttle - OPEN 1/4 INCH
2. Propeller – HIGH RPM
3. Mixture - IDLE CUT OFF
4. Propeller Area - CLEAR
5. Master Switch - ON
6. Auxiliary Fuel Pump Switch - ON
7. Mixture - ADVANCE to full rich until fuel flow just starts to rise, then return to IDLE CUT OFF position
8. Auxiliary Fuel Pump Switch – OFF

NOTE

If engine is warm, omit priming procedure of steps 6, 7 and 8 above

9. Ignition Switch - START (RELEASE when engine starts)
10. Mixture - ADVANCE smoothly to RICH when engine fires

NOTE

If engine floods, place mixture in idle cut off, open throttle 1/2 to full, and crank the engine. When engine fires, advance mixture to full rich and retard throttle promptly

11. Oil Pressure - CHECK
12. Starter - CHECK DISENGAGED
13. Ammeter - CHECK
14. Beacon and Navigation Lights - ON as required
15. Avionics Master Switch - ON
16. Radios - ON
17. Flaps - RETRACT
18. Engine – LEAN for Taxi

STARTING ENGINE (With External Power)

1. Throttle - OPEN 1/4 INCH
2. Propeller – HIGH RPM
3. Mixture - IDLE CUT OFF
4. Propeller Area - CLEAR
5. External Power - CONNECT to airplane receptacle
6. Master Switch - ON
7. Auxiliary Fuel Pump Switch - ON
8. Mixture - ADVANCE to full rich until fuel flow just starts to rise, then return to IDLE CUT OFF Position
9. Auxiliary Fuel Pump Switch – OFF

NOTE

If engine is warm, omit priming procedure of steps 7, 8 and 9 above

10. Ignition Switch - START (RELEASE when engine starts)
11. Mixture - ADVANCE smoothly to RICH when engine fires

NOTE

If engine floods, place mixture in idle cut off, open throttle 1/2 to full, and crank the engine. When engine fires, advance mixture to full rich and retard throttle promptly

12. Oil Pressure - CHECK
13. Starter - CHECK DISENGAGED
14. External Power - DISCONNECT from airplane receptacle
15. Ammeter - CHECK
16. Beacon and Navigation Lights - ON as required
17. Avionics Master Switch - ON
18. Radios - ON
19. Flaps – RETRACT
20. Engine – LEAN for Taxi

TAXI

1. Brakes - CHECK
2. Nose Wheel Steering - CHECK
3. Cross Wind Controls - APPLY

BEFORE TAKEOFF

1. Parking Brake - SET
2. Passenger Seat Backs - MOST UPRIGHT POSITION
3. Seats and Seat Belts- CHECK SECURE
4. Cabin Doors - CLOSED and LOCKED
5. Flight Controls - FREE and CORRECT
6. Flight Instruments - CHECK and SET
7. Fuel Quantity - CHECK
8. Mixture - RICH
9. Fuel Selector Valve - RECHECK BOTH
10. Elevator and Rudder Trim - SET for Takeoff
11. Throttle - 1800 RPM
    a. Magnetos - CHECK (RPM drop should not exceed 150 RPM on either magneto or 50 RPM differential between magnetos)
    b. Propeller – Cycle from High to Low RPM; Return to High
    c. Vacuum Gage – CHECK
    d. Engine Instruments and Ammeter - CHECK
12. Annunciator Panel - ENSURE no annunciators are illuminated
13. Throttle - CHECK IDLE
14. Throttle - 1000 RPM or LESS
15. Throttle Friction Lock - ADJUST
16. Strobe Lights - AS DESIRED
17. Pulse Light - ON
18. Radios and Avionics - SET
19. Transponder - ALT
20. NAV/GPS Switch (if installed) - SET
21. Autopilot (if installed) - OFF
22. Wing Flaps - SET for Takeoff (0º to 20º)
23. Takeoff Checklist - REVIEWED
    Vr 55 KIAS Vx 65 KIAS Vy 82 KIAS Best Glide 75 KIAS
    Heading/Altitude After Takeoff - REVIEW
24. Takeoff Emergencies Briefing - COMPLETE
    ENGINE FAILURE OR SYSTEM MALFUNCTION
    Before Vr: Stop Aircraft on Runway
    After Vr: Land on remaining runway or straight ahead with only small turns. Flaps as necessary to slow touchdown speed.
25. Cowl Flaps - OPEN
26. Brakes - RELEASE

TAKEOFF

NORMAL TAKEOFF

1. Wing Flaps - 0º-20º
2. Power – FULL THROTTLE and 2400 RPM
3. Mixture – RICH (mixture may be leaned to Maximum Power Fuel Flow placard value)
4. Elevator Control - LIFT NOSE WHEEL (at 50-60 KIAS)
5. Climb Speed – 70 KIAS (Flaps 20º)
   80 KIAS (Flaps 0º)
6. Wing Flaps - RETRACT

Short Field Takeoff

1. Wing Flaps - 20º
2. Brakes - APPLY
3. Power - FULL THROTTLE and 2400 RPM
4. Mixture – Lean to obtain Maximum Power Fuel Flow Placard value
5. Brakes - RELEASE
6. Elevator Control – MAINTAIN SLIGHTLY TAIL LOW
7. Climb Speed - 60 KIAS (Until all obstacles are cleared)
8. Wing Flaps – RETRACT slowly after reaching 70 KIAS

ENROUTE CLIMB

NORMAL CLIMB

1. Airspeed – 85-95 KIAS
2. Power – 23 In. Hg or FULL THROTTLE (whichever Is less) and 2400 RPM
3. Mixture – 15 GPH or FULL RICH (whichever is less)
4. Fuel Selector Valve - BOTH
5. Cowl Flaps – OPEN as required

MAXIMUM PERFORMANCE CLIMB

1. Airspeed – 82 KIAS at sea level to 77 KIAS at 10,000 Ft
2. Power – FULL THROTTLE and 2400 RPM
3. Mixture – LEAN in accordance with Maximum Power Fuel Flow placard value
4. Cowl Flaps – OPEN
5. Fuel Selector Valve - BOTH

CRUISE

1. Power – 15–23 In. Hg, 2000-2400 RPM (no more than 80%)
2. Elevator and Rudder Trim - ADJUST
3. Mixture - LEAN
4. Cowl Flaps - CLOSED

DESCENT

1. Power - AS DESIRED
2. Mixture – ENRICHEN as required
3. Cowl Flaps - CLOSED
4. Altimeter - SET
5. NAV/GPS Switch - SET
6. Fuel Selector Valve - BOTH
7. Wing Flaps – AS DESIRED (0º-10º below 140 KIAS; 10º-20º below 120 KIAS; 20º - FULL below 100 KIAS)

BEFORE LANDING

1. Pilot and Passenger Seat Backs - MOST UPRIGHT POSITION
2. Seats and Seat Belts - SECURE and LOCKED
3. Fuel Selector Valve - BOTH
4. Undercarriage - CHECK
5. Mixture - RICH
6. Propeller – HIGH RPM
7. Landing/Taxi Lights - ON
8. Autopilot (if installed) - OFF

LANDING

Normal Landing

1. Airspeed – 70-80 KIAS (Flaps UP)
2. Wing Flaps – AS DESIRED (0º-10º below 140 KIAS; 10º-20º below 120 KIAS; 20º - FULL below 100 KIAS)
3. Airspeed – 60-70 KIAS (Flaps FULL)
4. Power – REDUCE to idle as obstacle is cleared
5. Trim - ADJUST
6. Touchdown - MAIN WHEELS FIRST
7. Landing Roll - LOWER NOSE WHEEL GENTLY
8. Braking - MINIMUM REQUIRED

Short Field Landing

1. Airspeed – 70-80 KIAS (Flaps UP)
2. Wing Flaps - FULL (below 100 KIAS)
3. Airspeed - 60 KIAS (until flare)
4. Trim - ADJUST
5. Touchdown - MAIN WHEELS FIRST
6. Brakes - APPLY HEAVILY
7. Wing Flaps – RETRACT for maximum brake effectiveness

GO AROUND

1. Power - FULL THROTTLE and 2400 RPM
2. Wing Flaps - Retract to 20°
3. Climb Speed - 55 KIAS
4. Wing Flaps - RETRACT slowly after reaching a safe altitude and 70 KIAS
5. Cowl Flaps - OPEN

AFTER LANDING

1. Wing Flaps - UP
2. Cowl Flaps - OPEN
3. Transponder – STBY, 1200
4. Nav, Strobe, Pulse Lights – AS REQUIRED
5. VHF 121.5 – CHECK for ELT
6. Engine – LEAN for Taxi

SECURING AIRPLANE

1. Parking brake - SET
2. Throttle - IDLE
3. Avionics Master Switch, Mission Master Switch, Electrical Equipment, Autopilot (if installed) - OFF
4. Mixture - IDLE CUT-OFF (Pulled Full Out)
5. Ignition Switch - OFF
6. Master Switch - OFF
7. Fuel Selector Valve - RIGHT
8. Avionics Control Lock - INSTALL
9. Pitot Tube Cover - INSTALL
10. Chocks - INSTALL
11. Parking Brake - RELEASE
12. Aircraft Doors, Baggage Compartment – LOCK with key

LEAVING AIRCRAFT

1. Flight Plan - CLOSED
2. Form 781 - COMPLETED
3. Form 781A – DISCREPANCIES NOTED
4. Flight Release Officer - REPORT

EMERGENCY CHECKLIST

ENGINE FAILURES

ENGINE FAILURE DURING TAKEOFF ROLL

1. **THROTTLE - IDLE**
2. **BRAKES - APPLY**
3. Wing Flaps - RETRACT
4. Mixture - IDLE CUT-OFF
5. Ignition Switch - OFF
6. Master Switch - OFF

ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF

1. **AIRSPEED - 75 KIAS (FLAPS UP)**
   70 KIAS (FLAPS DOWN)
2. Mixture - IDLE CUT-OFF
3. Fuel Selector Valve – PUSH DOWN and ROTATE TO OFF
4. Ignition Switch - OFF
5. Wing Flaps - AS REQUIRED (FULL Recommended)
6. Master Switch - OFF
7. Cabin Door - UNLATCH
8. Land - STRAIGHT AHEAD

ENGINE FAILURE DURING FLIGHT (RESTART PROCEDURES)

1. **AIRSPEED - 75 KIAS (Best Glide Speed)**
2. **FUEL SELECTOR VALVE - BOTH**
3. **AUXILIARY FUEL PUMP SWITCH - ON**
4. **MIXTURE - RICH (IF RESTART HAS NOT OCCURRED)**
5. Ignition Switch - BOTH (or START if propeller is stopped)
6. Auxiliary Fuel Pump Switch - OFF

FORCED LANDINGS

EMERGENCY LANDING WITHOUT ENGINE POWER

1. Passenger Seat Backs - MOST UPRIGHT POSITION
2. Seats and Seat Belts - SECURE
3. AIRSPEED - 75 KIAS (Flaps UP)
   70 KIAS (Flaps DOWN)
4. Mixture - IDLE CUT-OFF
5. Fuel Shutoff Valve – PUSH DOWN and ROTATE TO OFF
6. Ignition Switch - OFF
7. Wing Flaps - AS REQUIRED (FULL recommended)
8. Master Switch - OFF (when landing is assured)
9. Doors - UNLATCH PRIOR TO TOUCHDOWN
10. Touchdown - SLIGHTLY TAIL LOW
11. Brakes - APPLY HEAVILY

PRECAUTIONARY LANDING WITH ENGINE POWER

1. Passenger Seat Backs - MOST UPRIGHT POSITION
2. Seats and Seat Belts - SECURE
3. Airspeed - 75 KIAS
4. Wing Flaps - 20°
5. Selected Field - FLY OVER, noting terrain and obstructions, then retract flaps upon reaching a safe altitude and airspeed
6. Avionics Master Switch and Electrical Switches - OFF
7. Wing Flaps - FULL (on final approach)
8. Airspeed - 70 KIAS
9. Master Switch - OFF
10. Doors - UNLATCH PRIOR TO TOUCHDOWN
11. Touchdown - SLIGHTLY TAIL LOW
12. Mixture – IDLE CUT-OFF
13. Ignition Switch - OFF
14. Brakes - APPLY HEAVILY

DITCHING

1. Radio - TRANSMIT MAYDAY on 121.5, giving location and intentions and SQUAWK 7700 (if installed)
2. Heavy Objects (in baggage area) - SECURE or JETTISON
3. Passenger Seat Backs - MOST UPRIGHT POSITION
4. Seats and Seat Belts - SECURE
5. Wing Flaps - 20° to FULL
6. Power - ESTABLISH 300 FT/MIN DESCENT AT 65 KIAS

NOTE

If no power is available, approach at 70 KIAS with flaps up or at 65 KIAS with 10° Flaps

7. Approach - High Winds, Heavy Seas - INTO THE WIND
   Light Winds, Heavy Swells - PARALLEL TO SWELLS
8. Cabin Doors - UNLATCH
9. Touchdown - LEVEL ATTITUDE AT ESTABLISHED RATE OF DESCENT
10. Face - CUSHION at touchdown with folded coat
11. ELT - ACTIVATE
12. Airplane - EVACUATE through cabin doors. If necessary, open window and flood cabin to equalize pressure so doors can be opened
13. Life Vests and Raft – INFLATE WHEN CLEAR OF AIRPLANE

FIRES

DURING START ON GROUND

1. **CRANKING - CONTINUE** to get a start which would suck the flames and accumulated fuel into the engine.

If the engine starts:

2. Power - 1700 RPM for a few minutes
3. Engine - SHUTDOWN and inspect for damage

If engine fails to start:

4. **THROTTLE - FULL OPEN**
5. **MIXTURE - IDLE CUT-OFF**
6. **CRANKING - CONTINUE**
7. **FUEL SHUTOFF VALVE – PUSH DOWN and ROTATE TO OFF**
8. **AUXILIARY FUEL PUMP - OFF**
9. Fire Extinguisher - OBTAIN
10. Engine - SECURE
    a. Master Switch - OFF
    b. Ignition Switch - OFF
11. Parking Brake - RELEASE
12. Airplane - EVACUATE
13. Fire - EXTINGUISH using fire extinguisher, wool blanket, or dirt
14. Fire Damage – INSPECT

ENGINE FIRE IN FLIGHT

1. **MIXTURE - IDLE CUT-OFF**
2. **FUEL SHUTOFF VALVE – PUSH DOWN and ROTATE TO OFF**
3. **AUXILIARY FUEL PUMP - OFF**
4. **MASTER SWITCH - OFF**
5. Cabin Heat and Air - OFF (except overhead vents)
6. Airspeed - 100 KIAS (If fire is not extinguished, increase glide speed to find an airspeed - within airspeed limitations - which will provide an incombustible mixture)
7. Forced Landing - EXECUTE (as described in Emergency Landing Without Engine Power)

ELECTRICAL FIRE IN FLIGHT

1. **MASTER SWITCH - OFF**
2. **VENTS/CABIN AIR/HEAT - CLOSED**
3. **FIRE EXTINGUISHER – ACTIVATE**
4. Avionics Master Switch - OFF
5. All Other Switches (except ignition switch) - OFF

WARNING

AFTER DISCHARGING FIRE EXTINGUISHER AND ASCERTAINING THAT FIRE HAS BEEN EXTINGUISHED, VENTILATE THE CABIN

6. Vents/Cabin Air/Cabin Heat – OPEN when it is ascertained that the fire is completely extinguished

If fire has been extinguished and electrical power is necessary for continuance of flight to nearest airport or landing area:

7. Master Switch - ON
8. Circuit Breakers - CHECK for faulty circuit, do not reset
9. Radio Switches - OFF
10. Avionics Master Switch - ON
11. Radio/Electrical Switches - ON one at a time, with delay after each until short circuit is localized

CABIN FIRE

1. **MASTER SWITCH - OFF**
2. **VENTS/CABIN AIR/HEAT - CLOSED**
3. **FIRE EXTINGUISHER - ACTIVATE**

WARNING

AFTER DISCHARGING FIRE EXTINGUISHER AND ASCERTAINING THAT FIRE HAS BEEN EXTINGUISHED, VENTILATE THE CABIN

4. Vents/Cabin Air/Cabin Heat – OPEN when it is ascertained that the fire is completely extinguished
5. Land the airplane as soon as possible to inspect for damage

WING FIRE

1. **LANDING/TAXI LIGHT SWITCHES - OFF**
2. **NAVIGATION LIGHT SWITCH - OFF**
3. **STROBE LIGHT SWITCH - OFF**
4. **PITOT HEAT SWITCH - OFF**

NOTE

Perform a sideslip to keep the flames away from the fuel tank and cabin. Land as soon as possible using flaps only as required for final approach and touchdown

ICING

INADVERTENT ICING ENCOUNTER

1. **TURN PITOT HEAT SWITCH ON**
2. **TURN BACK OR CHANGE ALTITUDE** to obtain an outside air temperature that is less conducive to icing
3. **PULL CABIN HEAT CONTROL FULL OUT AND ROTATE DEFROSTER CONTROL CLOCKWISE** to obtain maximum defroster airflow.
4. Increase engine speed to minimize ice buildup on propeller blades.
5. Watch for signs of induction air filter icing. An unexplained loss of manifold pressure could be caused by ice blocking the air intake filter. Adjust the throttle as desired to set manifold pressure. Adjust mixture, as required, for any change in power settings.
6. Plan a landing at the nearest airport. With an extremely rapid ice build-up, select a suitable “off airport” landing site
7. With an ice accumulation of 1/4 inch or more on the wing leading edges, be prepared for significantly higher stall speed
8. Leave wing flaps retracted. With a severe ice build-up on the horizontal tail, the change in wing wake airflow direction caused by wing flap extension could result in a loss of elevator effectiveness.
9. Open left window and, if practical, scrape ice from the portion of the windshield for visibility in the landing approach
10. Perform a landing approach using a forward slip, if necessary, for improved visibility.
11. Approach at 80 to 90 KIAS depending upon the amount of the accumulation
12. Perform a landing in level attitude

STATIC SOURCE BLOCKAGE

(Erroneous Instrument Reading Suspected)

1. **STATIC PRESSURE ALTERNATE SOURCE VALVE - PULL ON**
2. Airspeed - Consult appropriate calibration tables in sec 5
3. Altitude – Consult altimeter correction table in sec 5

LANDING WITH A FLAT MAIN TIRE

1. Approach - NORMAL
2. Wing Flaps – FULL DOWN
3. Touchdown - GOOD TIRE FIRST, hold airplane off flat tire as long as possible with aileron control
4. Directional Control - MAINTAIN using brake on good wheel as required

LANDING WITH A FLAT NOSE TIRE

1. Approach - NORMAL
2. Flaps - As required
3. Touchdown - ON MAINS, hold nose wheel off the ground as long as possible
4. When nose wheel touches down, maintain full up elevator as airplane slows to stop

ELECTRICAL POWER SUPPLY SYSTEM MALFUNCTIONS

AMMETER SHOWS EXCESSIVE RATE OF CHARGE (Full Scale Deflection)

1. Alternator - OFF

CAUTION

WITH THE ALTERNATOR SIDE OF THE MASTER SWITCH OFF, COMPASS DEVIATIONS OF AS MUCH AS 25º MAY OCCUR

2. Nonessential Electrical Equipment - OFF
3. Flight - TERMINATE as soon as practical

LOW-VOLTAGE ANNUNCIATOR (VOLTS) ILLUMINATES DURING FLIGHT (Ammeter Indicates Discharge)

NOTE

Illumination of "VOLTS" on the annunciator panel may occur during low RPM conditions with an electrical load on the system such as during a low RPM taxi. Under these conditions, the annunciator will go out at higher RPM. The master switch need not be recycled since an overvoltage condition has not occurred to deactivate the alternator system

1. Avionics Master Switch - OFF
2. Alternator Circuit Breaker (ALT FLD) – CHECK IN
3. Master Switch - OFF (both sides)
4. Master Switch - ON
5. Low Voltage Annunciator (VOLTS) - CHECK OFF

- CONTINUED ON PAGE E-10 -

LOW-VOLTAGE ANNUNCIATOR (CONTINUED)

6. Avionics Master Switch - ON

If Low-Voltage Annunciator (VOLTS) illuminates again:

7. Alternator - OFF

CAUTION

WITH THE ALTERNATOR SIDE OF THE MASTER SWITCH OFF, COMPASS DEVIATIONS OF AS MUCH AS 25º MAY OCCUR

8. Nonessential Radio and Electrical Equipment - OFF
9. Flight - TERMINATE as soon as practical

VACUUM SYSTEM FAILURE

Left Vacuum Annunciator (L VAC) or Right Vacuum Annunciator (VAC R) illuminates

CAUTION

IF VACUUM IS NOT WITHIN NORMAL OPERATING LIMITS, A FAILURE HAS OCCURRED IN THE VACUUM SYSTEM AND PARTIAL PANEL PROCEDURES MAY BE REQUIRED FOR CONTINUED FLIGHT

1. **VACUUM GAUGE - CHECK** to ensure vacuum within normal operating limits